



Volume 38, Number 10

Newsletter of the Ship Model Society of New Jersey

November 2020

In This Issue

[Meeting Report](#)
[Old Business](#)
[New Business](#)
[Show & Tell](#)
[Tech Session](#)
[Show and Tell](#)
[Books and Pubs](#)
[Dan Lieb](#)
[Club Information](#)

The October Meeting of SMSNJ will be a virtual meeting. The meeting will be;

November 24, 2020 at 7:00 PM
(1900).

Tech Session for November is, "The New Jersey Ship Wreck Museum"

SATURDAY WORKSHOPS

Future workshops are on hold due to the pandemic.

Please watch your email for updates as they become available.

Meeting Report: The virtual meeting was called to order by President Bill Brown at 1900 on Tuesday, October 27, 2020. There were eighteen members and fifteen guests. Joe Jorden is from the Philadelphia Ship Model Society. Huntley Gill, and David Grill presented the Tech Session. Also, coming to his second meeting, was James White. Welcome to you all.

The Treasurer reported of transactions for the month and the balance in the SMSNJ bank account.

As has become a standard for our virtual meetings, President Bill has us touring the members workshops to check on their current project. Here are a few of the current projects.

Eric Marshall was working on the Model Expo Pinnacle. He needs a replacement part. So in the interval he is making his first attempt at planking. His first attempt will be the Billings kit of the Santa Maria that he had purchased at one of our auctions. Bill cautioned that the bulkheads are pretty far apart and that some packing blocks between the bulkheads would be a help.

Joe Jordan of the Philadelphia Ship Model Society (PSMS) showed an inherited model of the Sequin. It is the 39" version. It is one of fourteen models that were bequeathed to the PSMS. The model originally was not painted at all. Joe showed a lapstrake boat that he is working on. Having built full size boats with this method, helped. The model is RC and he noted that it rides a full inch higher than the water line. So, he has added shot ballast.

Mason continues working on a Bump head barge in HO scale. The barge is getting very close to completion.

The meeting adjourned at 2030.

November Tech Session: The Tech Session for November's meeting will be; a presentation by Dan Lieb

Justine Fletcher Rest in Peace 1940—2020

Recently, Tom was informed by our good friend Doc Fletcher, that his wife has passed away. Steve and Justine met when they were eleven and have had a wonderful life and family. Our condolences to Steve and the rest of the family.

Message from President Bill Brown

Our October meeting was a major success in my opinion. In total we had 34 folks participate (35 if you count the baby squirrel), which is the most attendees I can remember ever having recently at one of our meetings.

We had many guests, which included members from the Hampton Roads and Philadelphia Ship Model Clubs as well as Joe Lorenzo from the Western New York Ship Model Club and Justin P. from the PNW via Model Ship World. We also had Dr. Carla Lesh and Mark Peckham from the Hudson River Maritime Museum in Kingston, NY. Mark has graciously accepted our invitation to speak at an upcoming meeting.

I was a little worried about the technology holding up during the meeting but I rarely noticed any video/audio issues which was great.

Susan Evans McClure from the Lake Champlain Maritime Museum was an excellent speaker. She has one of those rare abilities to bring her audience in and hold them captivated by her subject. Her love of history is both evident and contagious. All in all, it was a fascinating subject matter that was well presented with excellent visual aides. Well done Mason in securing such a great guest speaker. A visit to this museum should be a must on anyone's list.

The show and tell was also excellent. I was captivated by the models that were shown last night. Truly amazing craftsmanship folks!

Next months talk by Dan Lieb, Founding Member of the NJ Historical Divers Association, promises to be another excellent one. I had the privilege to hear Dan speak many years ago and he is truly an excellent speaker.

I hope to see as many members as possible at our next meeting. Its one that I don't think you will want to miss. Until then stay healthy everyone!

OLD BUSINESS



No Old Business this meeting

NEW BUSINESS



Donations

Bill proposed that a nominal donation be sent to each of the Museums that recently presented Tech Sessions at our meetings. These are; Save Our Ships who presented last months program on the Harvey, the Lake Champlain Maritime Museum, The New Jersey Shipwreck Museum, and the Hudson River Maritime Museum. The club voted to donate to each of these museums.

Nautical Research Guild (NRG) Chartered Chapter

The NRG has instituted Chartered Chapters for local clubs. Charter Clubs are spotlighted on the NRG Website and, in the future, will have a webpage on the NRG site. They are permitted to use the NRG Logo. Also, if desired, the Chapter club is offered liability insurance through the NRG. Requirements are at least five club members must be NRG Members; that the charter be renewed annually; that Chapters and their members, including the chapter's non-NRG members, shall not engage in any behavior which could be counter to the interests of the NRG; and that Chartered chapters adhere to the NRG's policies on copyrights and intellectual property. The membership voted unanimously to pursue application but without the liability insurance at this time.

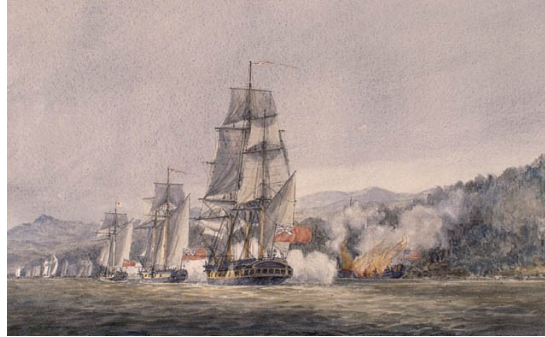
BOOKS AND PUBS



No Books or Pubs this month.

Tech Session

"Spitfire: Local History, National Significance"



Susan Evans McClure is the Executive Director of the Lake Champlain Maritime Museum in Vergennes, Vermont

The Museum is on the shores of Lake Champlain and is typically open from May. The hope is that they can open in May 2021. The team of researchers, boat builders and archeologists do multiple in house programs and education although most is done on line now. They strive to build life skills through maritime skills. There is a boat building program where students build a boat each year. The boat is then used in the fall in a rowing race powered by area school students.

The lake is 120 miles long and is between two states and two countries. It has always been a major travel corridor. The collection includes sailing replica craft like the Canal Schooner, Lois McClure and the 1776 gunboat, Philadelphia. The museum's research and archeology team cares for and shares knowledge of the lake with researchers throughout the country and cares for the museum's collection of over ten thousand artifacts ranging from buttons to large boats. Susan thanked her assistants Chris Sayzak, Art Holmes, Patricia Reade and Sharon Gilligan for their assistance in putting the presentation together.

Benedict Arnold was given authorization to build a navy to defend Lake Champlain from the British. He built the first ship in Whitehall, New York, a place that some would call the birthplace of the Navy. In October 1776, Arnold's fleet of basically large row boats went up against the British fleet. In six hours the British defeated the colonial fleet. The British commander, Carlton, burned one of the captured vessels. While this was going on, Arnold's remaining vessels simply rowed away with the objective of making it to Fort Ticonderoga. In the morning, the British pursued the colonials and there was a second battle where Arnold ran the remaining boats aground in Ferris Bay, and burns them. Carlton went as far south as Fort Ticonderoga, but realized that his fleet could not lay siege to the fort. He retreated. Being October, he retreated back to Canada for the winter. So, even though a tactical defeat, Arnold achieved the objective of preventing the British from control of Lake Champlain. The sunk vessels were discovered in the mid 1930s by Lorenzo Higland raised the Philadelphia. His primary benefactor was J Ruppert Schalk, the nephew of Jacob Ruppert, the owner and founder of Ruppert beer and the New York Yankees. In the 1990s, the museum embarked on a program to map the lake bottom. In 1997, the Spitfire was discovered. Although the museum is in Vermont, but the boat is in New York waters. However, it is also a US Navy vessel so owned by the Navy. As a point of interest, there are sunken craft in Lake Champlain going back to the French and Indian War. SO, there are boats that are property of France and UK as well. Lifting the vessel is currently not the best plan. SO, there is currently an effort to establish a virtual tour of the site by 2026, the 250th anniversary of the Revolutionary War.

Susan also provided a tour of some of the models at the museum, several built by their in house model builder. The slides for this presentation can be viewed at;

https://drive.google.com/file/d/11iLDBnoN8WJdc5UXR0b1ghrhv_tXLMHI/view?usp=sharing

Thank you Susan for a very informative presentation.

SHOW & TELL



HMS Victory, English 1st Rate, 1806, 1:96 Scale

- Barry Rudd

Barry continues to make progress. Since last we saw his model he has installed most of the Forecastle deck and the boat booms. Looking very good Barry!



The Broadaxe

SHOW & TELL



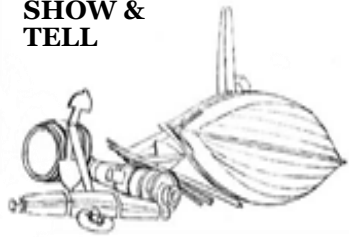
HMS Liverpool, English 6th Rate, 1776, 1:96 Scale

- Tom Ruggiero

Since last seeing the Liverpool, Tom has installed the three anchors. Two of the three have the hawser bent to the anchor. The third is stowed on the starboard fore channel. Tom notes that these anchors do appear large. Indeed they are the correct size. Steel noted that a 28 gun ship carried a 39 cwt (2.2 ton) anchor and has listed the proportions for the anchor. The shank of the anchor is 14 feet long. Only a few more details are left to complete.



SHOW & TELL



HMS Victory, English 1st Rate, Scale 1:72, Modified Caldercraft Kit (54 x 21 x 37 inches)

- Mort Stoll

Mort supplemented the kit by using maple for the deck planks, Syren hatches and monograms on the cartridge boxes and cannons. He has installed the admiral's sleeping and dining cabins with hanging cot and copper wash stand in sleeping cabin, and two serving tables and a long dining table with eighteen chairs in the dining cabin as well as the black and white check-board floor.

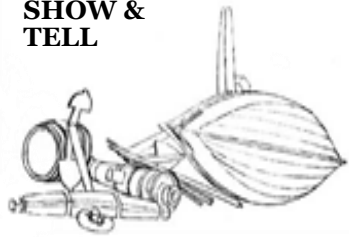
In order for this to be visible he removed about 30% of the quarter deck fore castle. Cartridge boxes and sand buckets were added at each canon on the upper gun deck.

There are hanging lanterns and sliding doors in each quarter gallery along with commodes where applicable for the admiral, captain and wardroom. Mort also will build and expose parts of the captain's dining and day cabin. Excellent detail Mort!



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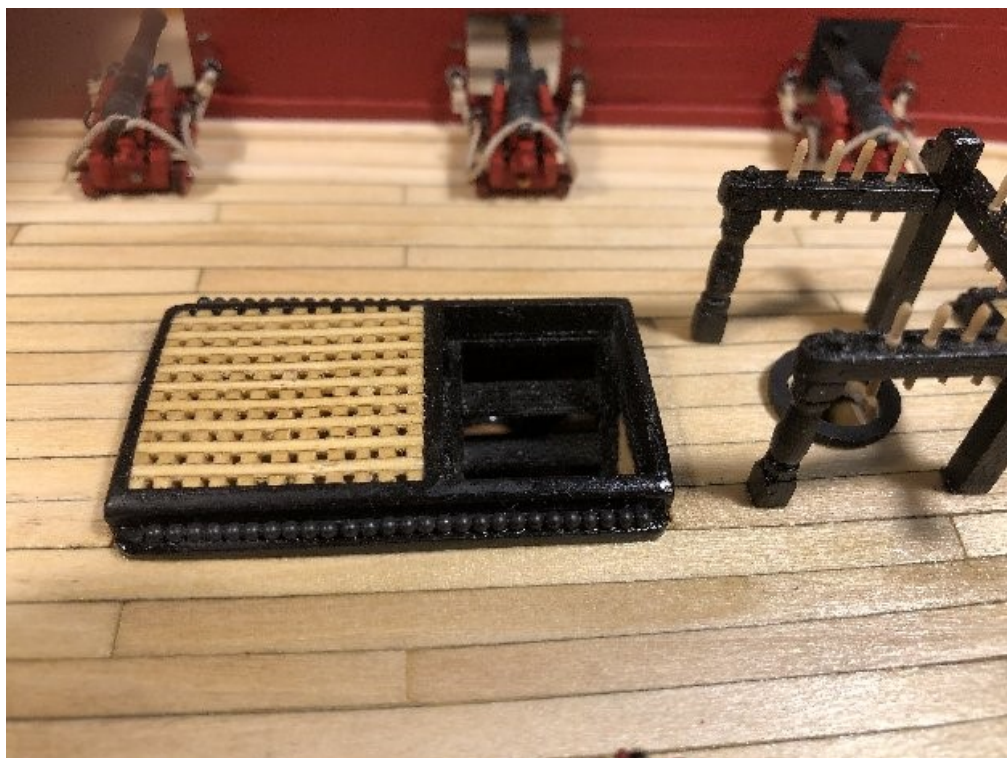
SHOW & TELL



Providence, Colonial Schooner, 1776, 1:48 Scale - Ken Whitehead

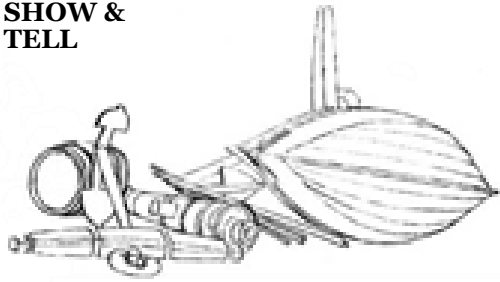
Since last time, the guns and their carriages were mounted along with their breach lines. The aft two guns will not have a problem with the partition to the officer's quarters since it will be removed and stowed below the water line whenever the boat "clears for action".

He constructed the shoot garlands on the hatch coammings to hold the cannon balls. The cannon balls themselves are actually silicone ball bearings. They even came in black. Ken found them on Amazon; they are called, "uxcell 1/16 Inch Ceramic Bearing Balls, Si3N4 Silicon Nitride Ball G5 Precision 100pcs". (A four lb. ball was 3 inches in diameter.) They are glued in place with CA glue and added some Doc O'Brien's Weathering Power Grimy Black (available from Micro-Mark.) Then I added another coat of black paint to just the holding piece to add a little contrast. Good looking and very clean work, Ken.



The Broadaxe

SHOW &
TELL



Kate Cory, Whaler, 1806,
1:64 Scale

- Rich Verost

Since last month, Rich has tried two methods to make rope coils. Both are on You Tube. Tom Lauria's method:

<https://youtu.be/bgWHqw4Pg8Q>

Peter Burton's method;

<https://youtu.be/1NFqN0MB5x8>



Peter's method made narrower coils which came in handy on my fore pin rails where there were many coils tightly packed.

Most of the rigging is done except for the fore braces, which run from the main shrouds, to the lower yard, then back through a block on the main shrouds before belaying to the main rail. Gaining access to the deck with these rigged would be problematic, so I have decided they will not be added until all deck details are finished. I'm going to attempt to make a few tryworks tools (See attached picture of the

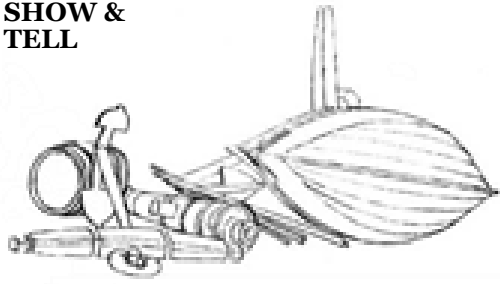
tools on display at the new Bedford museum.) From there it will be on to fashioning harpoons, oars, line tubs, and assorted details for the whaleboats before installing them. The end is close but there's still a lot of things that need to be done.

Very good looking, Rich.



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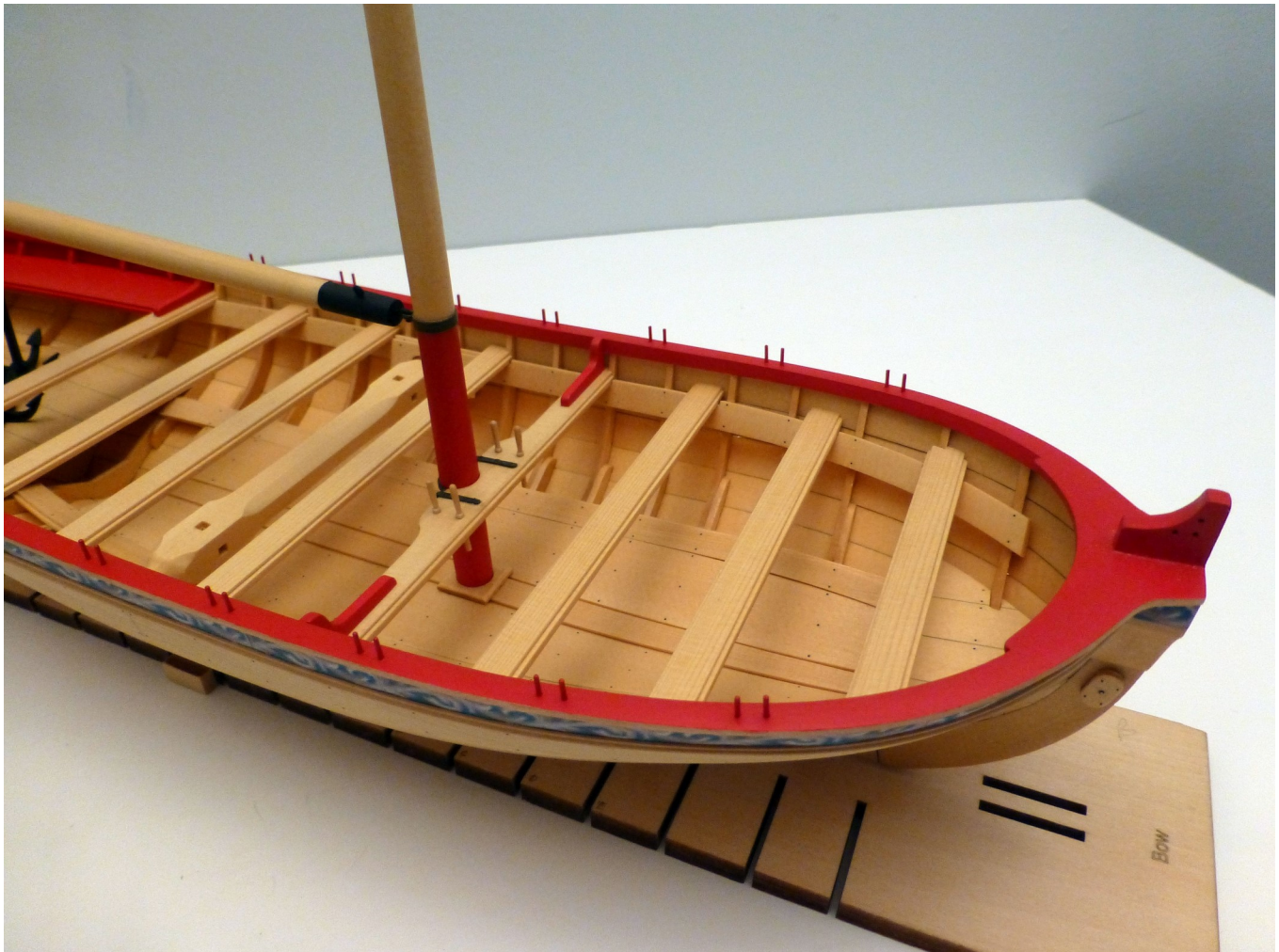
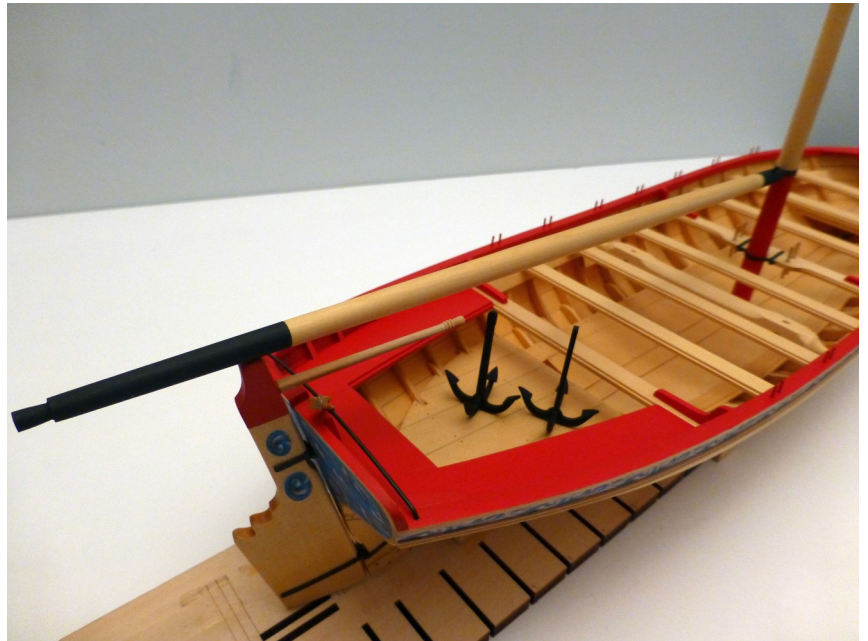
SHOW &
TELL



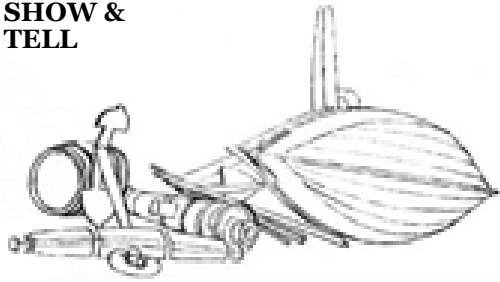
Medway Longboat, English,
1742, 1:24

- Ryland Craze

Since last time, the mast and boom are in place. He has sparing used weathering powder and it looks very realistic. Coming together well Ryland.



SHOW & TELL



U.S. Brig Eagle; scale 1:85, Corel kit

- Stewart Winn

Guest Stewart shows us the US Brig Eagle.. The Eagle was built in the summer of 1814 in Vergennes, Vermont by Adam and Noah Brown of New York City to counter the British naval threat on Lake Champlain during the War of 1812. The hull was built and launched in 19 days using whatever materials were available, which by necessity included green unseasoned timber. It was fitted out in another 30 days, and joined the fleet in time to participate in the Battle of Plattsburgh, NY on September 11, 1814. The battle was fought at anchor and was a victory for the US Navy. As a result, the British army and naval forces withdrew to Canada where they remained until the Treaty of Ghent ended the war in December of that year.

The Eagle was subsequently decommissioned, put in ordinary in Whitehall, NY, and eventually allowed to sink in the Poultney River, where it remained until rediscovered in 1981 and surveyed for posterity.

To my knowledge, this was the last military action on Lake Champlain, and adds a postscript to Susan McClure's excellent presentation. A very fine model.

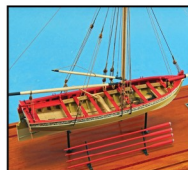


THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



For more information contact us at: www.thenrg.org or call 585 968 8111

Dan Lieb, Presents our November Tech Session

Dan Lieb is a founding member and the current president of the New Jersey Historical Divers Association, Inc., a not-for-profit historical organization dedicated to the preservation of New Jersey shipwreck and maritime history. The organization's main thrust is to discover the names of the many unidentified shipwrecks that lie off our beaches, and bring their history to light.

Lieb has identified thirteen wrecks off our shore. He has written comprehensive reports detailing each identification project, and has published these reports through the NJHDA Journal. This journal is archived throughout the region and is available to the interested public.

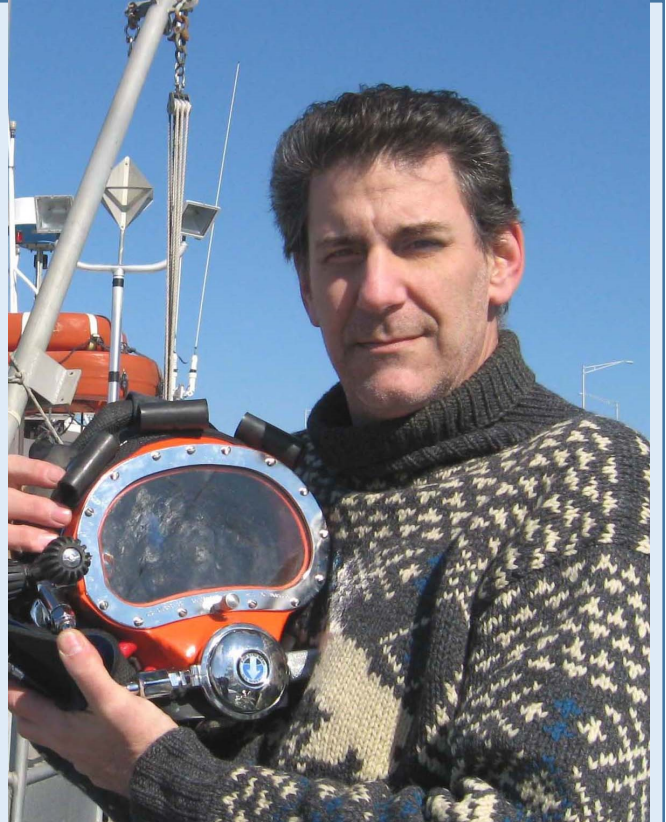
He has participated in dozens of archaeological investigations as a field assistant on historic sites from New York to Virginia. Most of these investigations were under the direction of professional contract archaeologists. Lieb's background as a technical illustrator has also enabled him to work as an illustrator for the final reports. In the

field, he gathers direct measurements and photographs needed to create illustrations in the form of accurate shipwreck site plans and detailed drawings. Other illustrations he has created over the years have appeared in numerous books and magazine articles dealing with the topic of shipwrecks.

Lieb has given scores of presentations throughout New Jersey, New York, Pennsylvania and Delaware on the topic of New Jersey shipwreck history. He also appeared on the History Channel's program *Deep Sea Detectives* in September of 2004. The program featured two old, sunken locomotives investigated by NJHDA. The locomotives are amongst the oldest known to exist. Lieb is the director of an effort between NJHDA and the New Jersey Museum of Transportation to raise and study these unique examples of locomotive technology. He has also appeared as a guest on several radio programs being interviewed about New Jersey's shipwreck history.

Lieb is also a member of the Explorers Club. Founded in 1904, the club is an international multidisciplinary, professional society dedicated to the advancement of field research, scientific exploration, and the ideal that it is vital to preserve the instinct to explore. Among its members are Silvia Earle, Robert Ballard and James Cameron.

More recently, he identified the wreck of the schooner John K. Shaw off Long Branch, New Jersey. This small wreck has large significance to the town of Manasquan, and the discovery was featured on a special segment on News 12 New Jersey. He is now working with NOAA, Explorer Club members, Marsh's Library and Richard Stockton College to map the Robert J. Walker, a historic wreck off Atlantic City



The Ship Model Society of New Jersey

The Broadaxe is published monthly by The Ship Model Society of New Jersey (SMSNJ), a nonprofit organization dedicated to teaching and promoting ship modeling and maritime history. Membership dues are

\$25.00 for the first year and \$20.00 per year thereafter.

Visit our Web Site at: <http://www.shipmodelsocietyofnewjersey.org> where a web version of *The Broadaxe* can be found. *The Broadaxe* is distributed each month by email in PDF format.

Regular meetings are held on the fourth Tuesday of every month at 6:45 PM, at the Roseland Free Public Library, 20 Roseland Avenue, Roseland, New Jersey. Guests are always welcome.

Contributions to *The Broadaxe* are always welcome, and SMSNJ members are encouraged to participate. Articles, shop hints and news items may be submitted directly to the Editor as typed manuscript or electronic files, either on discs or by email. Handwritten notes or other materials will be considered depending on the amount of editing and preparation involved.

The Broadaxe is edited by Tom Ruggiero. Your ideas and suggestions are always welcome. Please submit them to Steve Maggipinto at trugs@comcast.net.

If any member would like an email copy of the roster, please drop a note to Tom Ruggiero at the email address listed below. If there is an error in the roster let Tom know and the roster will be amended. Please make sure that your spam filter is not blocking emails from Tom because if it is, you won't get member bulletins. You can eliminate the filtering by adding Tom's email address to your contact list. Please keep the secretary informed of any changes so that the roster can be kept current. If you would like a printed copy of the roster, please send a SASE to Tom Ruggiero at the address below and one will be mailed to you. Rosters are also available at the monthly meetings.

Please keep your contact information up to date. Your email address is particularly important because that is the main avenue of communication for club announcements. In case of emergencies such as last-minute cancellations due to weather, emails will be sent to the members.

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